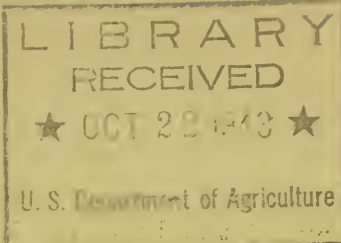


Historic, Archive Document

Do not assume content reflects current scientific knowledge, policies, or practices.

1.9422
#2R11
Oct. 18, 1943

Cap. 1



SHIPPING LIVESTOCK

Broadcast by Wallace L. Kadderly, Chief of Radio Service, in the Department of Agriculture's portion of the National Farm and Home Hour, Monday, October 18, 1943, over stations associated with the Blue Network.

-0-

Now we look at a wartime problem of the livestock producer....the problem of shipping.

The truck situation is getting tighter and tighter. Shipping by rail is becoming more of a problem too, because the railroads are moving more livestock now than last year...along with great supplies of war materials.

Let's take up the truck and rail problems separately.

First about trucks. After nearly two years of war, many trucks have run their last mile; others are near that point. Parts are scarce, and so are mechanics and drivers. In the Corn Belt, for example, there are now only 80 to 85 percent as many trucks for hauling stock as there were a year ago. We still have enough trucks to move all the farm products for which trucks are needed -- but only if we use the trucks fully and efficiently.

Now, if ever, neighbors need to get together to plan truck loads. And whole communities can work together to make full use of trucks on the longer hauls. The Office of Defense Transportation, in cooperation with the War Food Administration and other agencies, is setting up livestock industry transportation advisory committees. These committees are working out plans in various localities to get advance listing of livestock to be shipped, and working out schedules for haulers to pick up the livestock. Advance listing of stock to be hauled is very important.

Coming back to the rail problem...there's a big demand for stock cars. The railroads have pledged full cooperation in moving livestock. But they too need the cooperation of all livestock producers and shippers.

If you plan to ship by rail get in your order for stock cars as soon as you know when you'll ship. Check train schedules so the stock can be routed over the least congested lines and so that stops for feeding, rest, and water can be made at the best possible place. Shippers are asked to order no more cars than necessary and to concentrate the livestock at the best available shipping points. This concentration of stock at the shipping points will help guarantee full carloads and will make full use of trucks that take the stock to the rail shipping point.

With both truck and rail transportation hard to get, it's not only important to plan how to get it and use it fully but also it's important to use it safely. In recent years, our national losses in shipping livestock -- that is, the losses we could probably avoid, have averaged about 12 million dollars a year. About a fourth of that loss was due to death or serious crippling of stock in transit. The other three fourths represents waste of meat by bruising...the result of rough handling.

Many of the losses can be prevented simply through greater care in driving and loading the animals, by making sure the animals have good footing in the truck or stock car, that the truck or car is inspected for protruding nails or other sharp objects, that small animals are separated from large ones and not crowded too much in mixed cars.

Proper care in shipping will help prevent shipping fever. And while we are on that point -- veterinary scientists say there are two biological products which also help prevent this infection -- shipping fever -- if they are used at least 10 days in advance of shipment. (Pause)

Perhaps the most necessary of all the shipping precautions is to make sure the animals are in good physical condition and able to undergo the hardships of travel ...that is -- well rested and not too heavily fed or watered just before loading. (Incidentally, the "28-hour" law requires the unloading of stock for feed, water and rest at 28-hour intervals. The minimum rest period is five hours, but for stocker and feeder cattle, an 8-hour rest is much better.)

In some ways the job of getting livestock to market is like getting a convoy of food ships across waters challenged by the enemy. Both undertakings run into hazards. And both require advance preparation.